

basic responsibility to protect the public interest leading to disastrous consequences," precisely what I am trying to demonstrate here. My legislation would assure a review of these regulations to assure fewer burdensome and economically irresponsible regulatory actions on struggling businesses in the United States.

President Obama's Executive order "requires the Federal agencies ensure that regulations protect our safety, our health and environment while promoting economic growth." So does my legislation. "And it orders a government-wide review of the rules already on the books to remove outdated regulations that stifle job creation and make our economy less competitive."

That is what the President's Executive order does, and so does my legislation.

The President said, "It's a review that will help bring order to regulations that have become a patchwork of overlapping rules, the result of tinkering by administrations and legislators of both parties and the influence of special interests in Washington over decades."

The President was right. My legislation would do this but would add some teeth to the commitment—sharp teeth—by cutting out the loopholes, the very loophole I read. I am not going to read it again. I defy anybody to tell me what it means or how anybody could use that kind of language in determining the cost-benefit of any regulation.

The President has made it his "mission to root out regulations that conflict,"—and I am quoting here—"that are not worth the cost or are just plain dumb." That is pretty clear, if the President says these regulations are just plain dumb. I said "counter-productive." That is the Senate word. He said "dumb." That is the Dodge City word and I think Dodge City would agree. I think my legislation is something the administration can support. So while the President believes his Executive order "makes clear, we are seeking more affordable, less intrusive means to achieve the same ends—giving careful consideration to benefits and costs," and that it "means writing rules with more input from experts, businesses and ordinary citizens," there were a number of loopholes in the Executive order I am happy to address with the administration in my legislation.

My bill would keep the President accountable for another promise to Americans, and I urge my colleagues to support this legislation, the details of which I am happy to share with my colleagues. I hope we get a great number of colleagues to help us codify the Executive order, put some teeth in it, make it work, and get at regulatory reform as opposed to being disingenuous. I think that is exactly what has happened in regard to this, what turned out to be a very noble effort, but the end result had so many loopholes in it as to be completely ineffective.

I yield any time I may have.

### CONCLUSION OF MORNING BUSINESS

The ACTING PRESIDENT pro tempore. Morning business is closed.

### FAA AIR TRANSPORTATION MODERNIZATION AND SAFETY IMPROVEMENT ACT

The ACTING PRESIDENT pro tempore. Under the previous order, the Senate will resume consideration of S. 223, which the clerk will report.

The assistant legislative clerk read as follows:

A bill (S. 223) to modernize the air traffic control system, improve the safety, reliability, and availability of transportation by air in the United States, provide modernization of the air traffic control system, reauthorize the Federal Aviation Administration, and for other purposes.

#### Pending:

Rockefeller (for Wyden) amendment No. 27, to increase the number of test sites in the National Airspace System used for unmanned aerial vehicles and to require one of those test sites to include a significant portion of public lands.

Inhofe modified amendment No. 7, to provide for an increase in the number of slots available at Ronald Reagan Washington National Airport.

Rockefeller (for Ensign) amendment No. 32, to improve provisions relating to certification and flight standards for military remotely piloted aerial systems in the National Airspace System.

McCain amendment No. 4, to repeal the essential air service program.

Rockefeller (for Leahy) amendment No. 50, to amend title 1 of the Omnibus Crime Control and Safe Streets Act of 1968 to include nonprofit and volunteer ground and air ambulance crew members and first responders for certain benefits, and to clarify the liability protection for volunteer pilots that fly for public benefit.

Reid amendment No. 54, to allow airports that receive airport improvement grants for the purchase of land to lease the land and develop the land in a manner compatible with noise buffering purposes.

Udall (NM) modified amendment No. 49, to authorize Dona Ana County, New Mexico, to exchange certain land conveyed to the County for airport purposes.

Udall (NM) modified amendment No. 51, to require that all advanced imaging technology used as a primary screening method for passengers be equipped with automatic target recognition software.

Paul amendment No. 18, to strike the provisions relating to clarifying a memorandum of understanding between the Federal Aviation Administration and the Occupational Safety and Health Administration.

Rockefeller (for Baucus) further modified amendment No. 75, of a perfecting nature.

Hutchison modified amendment No. 93 (to modified amendment No. 7), to provide for an increase in the number of slots available at Ronald Reagan Washington National Airport.

Mr. ROCKEFELLER. Madam President, I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. ROCKEFELLER. Madam President, I ask unanimous consent the order for the quorum call be rescinded.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

Mr. ROCKEFELLER. Madam President, I wish to catch up the membership on the floor and off the floor a little bit about where we are. We are at midweek for a third week of consideration of the FAA reauthorization bill. Last night, Senator REID filed cloture on this bill. In a perfect world we would have finished this bill already without filing cloture, but we need to finish and that is what cloture motions are for. I will support cloture, needless to say.

Senator HUTCHISON also filed cloture on an amendment that will bring conclusion to a debate on slots at National Airport. I will talk about that issue in more detail later. But I am saying right now slots are very important but they do not need to consume all of the arguments and all of the discussion on the floor about this bill. They are a very small part of the bill—an important part of the bill, recognizing the West has to be served much better than it is being—but it is not the entire bill. It is a very small part of the bill.

Last night we disposed of two pending amendments by voice vote. I believe we have made progress to resolve some of the pending amendments, but votes will be required on several of them and I expect we will have those votes today. Senator HUTCHISON and I are trying to clear a number of other filed amendments. There were at one point 100 of them. I hope we can accept a number of them. I have heard from any number of my colleagues on their amendments and I am trying to be helpful in getting them adopted where they contribute to the bill.

I know Senator HUTCHISON is committed to supporting the bill. We need to resolve the issue of slots. She has been working—we have all been working diligently and almost exclusively on that matter, and we will do this with a vote. We will resolve that issue.

After that vote we will vote on cloture, which I believe will pass and I am extremely hopeful we will reach agreement to get this bill done this week. The farthest possible day and most unhappy thought would be if we had to go through the recess and do it on the day we came back. I think it is far better that we get it done this week. There is no excuse for not doing it.

The ACTING PRESIDENT pro tempore. The Senator from Texas.

Mrs. HUTCHISON. Madam President, we now have, I think, a glidepath to passing this important legislation. We worked late into the night, Senator ROCKEFELLER and I did, to try to accommodate needs, concerns, amendments of Members. Now we have the cloture motion in play and hope we can come to a real agreement on the Reagan Airport perimeter issue so we could even do it before cloture is invoked—but hopefully, if we are not